

REMARKS

Claims 1-51 are presented for consideration. Claims 1, 11, 18, 28, 38 and 39 are independent.

Claims 50 and 51 have been added to provide an additional scope of protection. Although this increases the total number of claims, it is respectfully submitted that the Examiner's familiarity with the subject matter of the present application will allow an appreciation of the significance of the new dependent claims without undue expenditure of time and effort. Accordingly, it is respectfully submitted that entry of the Amendment is appropriate.

Claims 1, 2, 11, 12, 28, 29, 38-40, 48 and 49 stand rejected under 35 U.S.C. §102(e) as allegedly being anticipated by Deker '987. In addition, Claims 3-10, 13-17, 30-37 and 41-47 stand rejected under 35 U.S.C. §103 as allegedly being obvious over Deker in view of Lions '632. Claims 18-27 are rejected for the same reasons applied to Claims 1-8, respectively. These rejections are respectfully traversed.

Representative Claim 1 of Applicants' invention relates to a navigational system comprised of a display device that includes a graphical display portion and a textual display portion, and logic for controlling the display device. As claimed, the logic simultaneously presents a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed.

In accordance with Applicants' claimed invention, the display device can be controlled to provide the operator, e.g., the pilot, with an increased amount of information.

As discussed previously, the Deker patent relates to a navigational system provided with a display screen 11 divided into a graphical display portion 27 and a textual

display portion 28. The system is capable of providing alternate flight plan solutions to a pilot in response to an "event" or an emergency.

Paragraph 8 of the Office Action addresses Applicants' general argument that Deker does not disclose simultaneously presenting a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed by summarily asserting that Deker does disclose such features. It is respectfully submitted, however, that the Office Action is lacking details or arguments supporting this position, but merely cites three different portions of the Deker patent.

In response to the portions identified in Deker that allegedly teach Applicants' claimed invention, each cited portion will be discussed below in detail.

Deker, Column 7, lines 34-49; Figure 2, Screen 11

This portion of Deker recites that:

The graphic window 27 further shows the first diversion flight plan 32 in the list of the flight plan solutions while the textual part 28 gives the significant parameters enabling the active flight plan to be compared with the diversion flight plan (lines 34-38).

As Deker discloses, the textual part 28 provides "significant parameters" for comparison purposes. Deker, however, does not provide flight plans of either the original flight plan or the modified flight plan.

The Deker patent further discloses that the pilot can select a flight plan on the graphic window and this:

leads to the display of the screen 34 giving information, in the textual window, by which a comparison can be made between the active flight plan and the selected flight plan (lines 43-46).

Again, this disclosure fails to teach or suggest that an original flight plan and a modified flight plan are displayed in the textual window. Instead, Deker discloses providing only "information" for comparing an active flight plan and a selected flight plan.

Deker, Column 8, Lines 7-19

This portion discloses:

the textual window 28 gives the type... and the cause... of modification of the flight plan, the point and angle of exit from the active flight plan, the avoidance margin, the point of return to the active flight plan, the parameters of prediction of the active flight plan and of the avoidance flight plan as well as the modifiable parameters of the new flight plan (lines 13-19).

Deker discloses only "parameters" of the flight plan being provided in the textual window and not the actual active flight plan and the avoidance flight plan.

Deker, Column 4, Lines 36-65

In discussing the textual information provided, Deker states that the:

textual window 28 provides a certain number of parameters on the flight plan followed by the aerodynamic, as well as the diversion of flight plan initially envisaged for a situation where the airport of destination is not accessible. These parameters relate for example to the distance still to be travelled, the amount of time required, the volume of fuel remaining at the destination etc. (lines 43-49).

This portion of Deker makes it clear that parameters of the flight plans--and not the flight plans themselves--are provided in the textual window.

In summary, Applicants respectfully submit that Deker cannot be relied upon for a teaching of presenting a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed. It is submitted that the only disclosure in Deker of textually displaying an active flight plan and an alternative flight plan is comparative table 32 (see Figure 2). For each flight plan, the table indicates a list of waypoints and associated information (see column 7, lines 5-15). Comparative table 32, however, is a full-screen display (see, column 7, lines 2-5), and thus does not graphically display a flight plan while providing the textual display of the original and the modified flight plans.

Accordingly, for the reasons set forth above, it is respectfully submitted that independent Claim 1 is not taught or suggested by Deker.

Independent Claim 11 relates to a navigational system that includes, among other features, logic means for simultaneously, textually displaying an original flight plan and a modified flight plan in the textual portion while the original flight plan is graphically displayed.

Claim 18 relates to a method of displaying a flight plan and includes the steps of simultaneously displaying a textual display of an original flight plan and a modified flight plan in the textual display portion while the original flight plan is graphically displayed.

Claim 28 relates to a computer executable code for executing the step of simultaneously displaying a textual display of an original flight plan and a modified flight plan while graphically displaying the original flight plan.

Claim 38 relates to a navigational system that includes logic that simultaneously presents a textual display of an original flight plan and a modified flight plan on a display device while graphically displaying the original flight plan.

Claims 11, 18, 28 and 38 are submitted to be patentable over the cited art for at least the same reasons discussed above with respect to Claim 1.

Claim 39 relates to a navigation system that includes logic for simultaneously presenting a textual display of comparative data for an original flight plan and a modified flight plan on the display device while the original flight plan is graphically displayed. It is also submitted that this features is also missing in Deker.

Accordingly, reconsideration and withdrawal of the rejection under 35 U.S.C. §102(e) is respectfully requested.

The secondary citation to Lions relates to a navigation system and was cited for its teaching of removing textual display waypoints on the original flight plan. Lions fails, however, to compensate for the deficiencies in Deker as discussed above with respect to Applicants' independent claims.

Accordingly, it is submitted that the proposed combination of Deker and Lions, even if proper, still fails to teach or suggest Applicants' claimed invention. Therefore, reconsideration and withdrawal of the rejection of the claims under 35 U.S.C. §103 is respectfully requested.

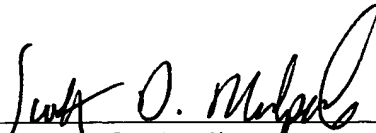
Thus, it is submitted that Applicants' invention as set forth in independent Claims 1, 11, 18, 28, 38 and 39 is patentable over the cited art. In addition, dependent Claims 2-10, 12-17, 19-27, 29-37 and 40-51 set forth additional features of Applicants' invention.

In Claim 50, for example, the modified flight plan is described as being a pilot-created flight plan achieved by changing waypoints on the original flight plan. In Deker, on the other hand, the alternative, or diversion, flight plans are computer-generated flight plans from which the pilot must choose. As another example, Claim 51 recites logic that simultaneously presents a textual display of an original flight plan and a modified flight plan while graphically displaying the original flight plan and the modified flight plan. Providing all of this information simultaneously is also not taught or suggested by Deker.

In view of the foregoing, reconsideration and allowance of this application is deemed to be in order and such action is respectfully requested.

Applicants' undersigned attorney may be reached in our Washington, D.C. office by telephone at (202) 530-1010. All correspondence should continue to be directed to Honeywell's address given below.

Respectfully submitted,



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